



## 6. Transportation Facilities Plan

connecting  
REDMOND

Transportation Master Plan

**Contents of this Chapter**

- ✓ Forecasts of Revenue
- ✓ Forecasts of Project Costs
- ✓ Project and Program Prioritization
- ✓ 2005 - 2022 Transportation Facilities Plan (Project List)

## Introduction

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The Transportation Facilities Plan (TFP) is designed to meet the requirements of the Washington State Growth Management Act. The GMA calls for a Transportation Element within the City's Comprehensive Plan that includes a "multiyear financing plan based on the needs identified in the comprehensive plan."

This TFP describes anticipated revenues and planned program and project expenditures for the eighteen year period beginning in 2005 and including 2022. The TFP also describes the transportation investment priorities that were used to develop the 18-year project list included at the end of this chapter.

The TFP represents a high priority list of projects that can be implemented within forecast revenues during this 18-year planning period (2005 through 2022). The performance measures contained in Chapter reflect the interaction of the TFP project list with the forecast land uses, as set forth in the Redmond Comprehensive Plan. For example, a traffic forecast model (the BKR model) was used to estimate future screenline LOS in 2022, based on the TFP project list.

The TFP does not include all of the projects needed to fulfill the build-out modal plans contained in Chapter 5. A full list of projects needed to complete the build-out plans is provided in an appendix.

Because the primary infrastructure for all modes is the Redmond street network, most of the projects listed in the TFP appear to be street improvements. However, in virtually all cases, these projects are multimodal in intent and will be multimodal in design. In many cases, projects are needed and included primarily because of their multimodal benefit.

The TFP is balanced: anticipated revenues are roughly equal to estimated program and project costs, with each totaling about \$240 million over the 18-year year period.

## 6. TRANSPORTATION FACILITIES PLAN

### Forecasts

The TFP relies on forecasts of revenues that will be available for the City's transportation program and on program and project cost estimates.

Both the revenue forecasts and the cost estimates have been prepared in "nominal 2004 dollars" - they include no inflation. This approach was used for several reasons:

- If inflation were to be forecast, the City would have to forecast inflation for both the revenue sources and the project costing system. To a large degree this would be self-canceling.
- Project cost inflation can be estimated only if the City knows exactly what year each project would be initiated. While this is known for the Capital Investment Program (CIP) years, it is not known for all projects for the entire 18-year period.
- Inflation forecasting involves extensive analysis of economic trends, nationally, regionally and locally within Redmond. Needless to say, an 18-year forecast of these would not be an exact science.

Including inflation within the TFP would complicate the data and make it more difficult to see and understand the more important assumptions about project cost elements and revenue sources.

### Revenue Sources

The City's transportation program is supported by a variety of revenue sources. They include:

- City taxes and fees - General funds from property and sales taxes; Business Transportation Tax; transportation impact fees, etc.;
- Funds from other governmental agencies - Grants from state and federal transportation agencies; cost participation by other cities in Redmond projects; and transfers of funds pursuant to agreements (such as the BROTS agreement with Bellevue);
- Developer payments - Funds provided by developers to ensure access and mitigate site-related transportation impacts; and,
- Miscellaneous - Interest earnings; carry-forward fund balances associated with projects initiated in prior years; intergovernmental transfers; and other funds.

Each of these has been forecast through 2022. The forecasts make assumptions about such basic considerations as whether the City would continue to

devote that revenue source to transportation and so forth. Some of the estimates are based on specific project agreements.

No new revenue sources or increases in tax or fee rates were assumed in making these forecasts. However, the Business Transportation Tax was forecast to continue throughout the 18-year period, an assumption that would require continued action by City Council.

Forecasting assumptions include:

- **General Fund Transfer** - assumes continuation of City Council appropriations at average recent levels;
- **Real Estate Excise Tax** - assumes continuation of City Council appropriations at recent average levels;
- **Sales Tax on Construction** - two years only; not available for transportation after 2006;
- **Business Transportation Tax** (Business License Surcharge) - assumes extension by City Council at current rate of \$55 per employee earmarked for transportation projects, with employment growth up to 2022 Comprehensive Plan levels;
- **Transfers from Other Jurisdictions** - based on recent historical averages;
- **Developer Contributions** - not project-specific; based on recent historical averages;
- **Impact Fees** - based on current fee schedule and development included in 2022 land use plan;
- **Miscellaneous** - based on recent historical averages;
- **Pavement Management Fund** - \$300,000/year;
- **Arterial Street Fund** - \$300,000/year;
- **Federal and State Grants** - based on recent historical averages;
- **Miscellaneous Carryovers** - project-specific data;
- **Union Hill Rd. TIB Grant** - project agreement; and,
- **Developer Funding - Specific Projects** - project-specific cost estimates.

Although the annual average forecast revenues are about \$13.5 million, this includes significant carry-forward and early-years project funds. Averages in latter years will be just above \$9 million per year.

## 6. TRANSPORTATION FACILITIES PLAN

Figure 6.1 2005-2022 Transportation Revenue Forecasts

Revenue Source	Forecast (\$millions)	% of Total	Description of Source
General Fund Transfer	21.5	9%	Council Appropriation from City General Fund
Real Estate Excise Tax	22.5	9%	Tax on property sales in Redmond
Sales Tax On Construction	1.1	0%	Tax on value of construction in Redmond
Interest Earnings	6.3	3%	Interest earned from fund balance
Business Tax	59.3	24%	Employment-based tax - Redmond employers
Transfers from Other Jurisdictions	2.9	1%	Cost participation by other agencies in Redmond projects
Developer Contributions	13.5	6%	Developer payments to City for site-related project costs
Impact Fees	25.6	11%	Transportation Impact Fee payments by developers
Miscellaneous Sources	0.4	0%	Includes rent
Pavement Management	5.4	2%	Council Appropriation from City General Fund
Arterial Street Fund	5.4	2%	State transportation funds to Redmond
Federal and State Grants	9.7	4%	Cost participation grants for specific projects
Miscellaneous Carryovers	16.8	7%	Funds brought forward, net of debt payments and other
Union Hill Road TIB Grant	2.3	1%	Project specific grant from Transp. Improvement Bd.
Developer Funding - Specific Streets	50.5	21%	Developer cost participation in street extensions
<b>TOTAL ALL SOURCES</b>	<b>\$243.2</b>	<b>100%</b>	

## 6. TRANSPORTATION FACILITIES PLAN

### Project Cost Estimates

Project costs used in this TFP are based on updated cost estimates prepared for the City in 2004.

Updated cost estimates reflect the most current information about specific projects. In some cases cost updates reflect new information about a given project, either changes in the project concept or new information from engineering studies. In other cases, the project concept remained the same, but costs were updated to reflect current unit costs. Other projects were in active development (preliminary engineering or final design) so that recent estimates were available.

Project cost estimates include the costs of construction and right-of-way acquisition. Related “soft costs” for engineering services and services associated with land buying are not included in these estimates. Soft costs are budgeted as part of the Public Works Department ongoing operations.

### Prioritization

Overall priorities for the City’s transportation program have been set by City Council as part of developing the Transportation Element of the Comprehensive Plan (see Chapter 2). The Council’s policy (TR-6) is to:

*“Allocate resources in the City’s transportation Capital Investment Program (CIP) according to the following in order of priority:*

- *Address public health and safety concerns, including neighborhood traffic protection;*
- *Ensure adequate maintenance of existing facilities throughout the City;*
- *Ensure that as development occurs, the City’s transportation concurrency and level-of-service (LOS) standard are met by completing planned facilities, including capacity projects; providing travel choices; supporting funding partnerships; and efficiently operating the transportation system.”*

Additional guidance was obtained from the public process conducted as part of development of the Transportation Master Plan. Citizens attending these meetings and workshops articulated a coherent set of themes that remained consistent throughout Plan development. The Redmond public identified the following themes for use in shaping the TMP. These themes were supported

and further developed by the City’s Planning Commission during its deliberations on the Transportation Element.

- *Implement downtown transportation plan.* People liked the Downtown Transportation Master Plan that had been prepared prior to initiating development of this city-wide TMP. Specific project elements, such as the 4-lane to 3-lane conversions, the acquisition of the BNSF rail right of way, the extension of Bear Creek Parkway, and conversion of the one-way pair (Redmond Way and Cleveland Avenue) to two-way operation have received continued support.
- *Provide connections within Redmond.* The public feels that it is too difficult to circulate within town. They note that it is as hard to gain access to Redmond destinations from Redmond origins as it is to travel to places elsewhere in the region. This diminishes community cohesiveness and has a negative influence on quality of life. People feel that, with better connectivity within Redmond, the city would simultaneously become stronger economically and a more desirable place to live.
- *Provide “real choices” for mobility.* The public experience has been that transit, walking and bicycling are desirable ways to travel, but do not represent real choices because of the time and convenience disadvantages of those modes in Redmond today. Especially in the case of transit, people feel that if travel on regional trunk routes (especially the Sound Transit routes) was direct and time-competitive with the car, they would be able to use transit more than they do today.
- *Protect & enhance community character.* There is a consensus among people who live and work in Redmond that it is a “great place.” While it will and should change, they believe it should not lose its unique community character. When asked to describe what is appealing about the City’s character, citizens agreed on two characteristics:
  - *Small town feel.* Residents like the fact that Redmond is part of a great metropolitan region with extensive urban amenities, but at the same time feels like a small town.
  - *Green city.* The public likes the way Redmond has not become a “hardscape” environment like other parts of the region. The landscape, with its hills and river valleys is dominated by vistas of trees and sky with occasional glimpses of Rainier and the North Cascades. People would like to see this “green” character protected.

## 6. TRANSPORTATION FACILITIES PLAN

Further direction was provided by regional policies adopted by the Puget Sound Regional Council. Most importantly, PSRC has adopted a centers-based policy toward transportation system development. This has been reflected in this Plan by designing the TFP to ensure good access to and circulation within Downtown Redmond and Overlake.

Finally, the City's Planning Commission, City Council and Mayor provided guidance during development of the plan beyond the priorities outlined above. This followed the five themes outlined below

- **Centers.** Echoing the regional policies, the Council and Planning Commission wish to see the transportation program support the intensification of Overlake and Downtown as mixed use centers.
- **Regional Action.** City Council felt that Redmond should play a continuing, effective role in shaping regional policy and influencing regional decisions (Sound Transit, King County, Washington DOT, etc.).
- **Multimodal Plan.** City Council and Planning Commission both expressed a desire to see Redmond's transportation system become more modally balanced, with less auto-dependency and more reliance on public transit, in particular.

- **High Capacity Transit.** Both the City Council and the Planning Commission are determined to see the centers in Redmond connected to other regional centers by High Capacity Transit (HCT). They feel this TMP should begin setting the stage for the arrival of (and success of) HCT within this 18-year period or very shortly after 2022 at the latest.
- **Honoring Agreements.** City Council has been particularly concerned that the City should abide by its agreements with other entities. Most important in this context is the BROTS (Bellevue-Redmond Overlake Transportation Study) agreement.

Figure 6.2 below shows how the various policy themes were combined under the three overriding transportation priorities set by City Council.

This TMP differs from past documents in that it emphasizes three new concepts within these priorities:

- Making key street connections within Redmond where they are missing today;
- Building multimodal corridors that function equally well for all modes; and,
- Ensuring that future High Capacity Transit (HCT) connects directly into Redmond's centers.

Every project listed in the Transportation Facilities Plan (TFP) on the following pages directly contributes to realization of one or more of these priorities.

TRANSPORTATION MASTER PLAN PRIORITIES		
1. Address Public Health and Safety	2. Ensure Adequate Maintenance	3. Ensure Plan-Based Concurrency
<ul style="list-style-type: none"> <li>Safety program</li> <li>Neighborhood traffic calming</li> <li>Sidewalk program</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing routine maintenance program</li> <li>Pavement Management Program</li> </ul>	<ul style="list-style-type: none"> <li>Support centers (Downtown and Overlake)</li> <li>Build multimodal corridors</li> <li>Make connections within Redmond</li> <li>Prepare for HCT</li> </ul>

Figure 6.2 TMP Priorities

## 6. TRANSPORTATION FACILITIES PLAN

Project ID	Location	Description	Amount	Comment
JOINT-BROTS-22.3	156th Avenue NE/Bel-Red Road	Add southbound right turn lane.	\$238,000	n/a
JOINT-BROTS-28	148th Ave NE/NE 29th Place	Add southbound through and second westbound left turn lanes; channelize yield for westbound right turn lane; convert eastbound right turn to shared right turn/left turn lane.	\$1,197,000	Adjusted for Bellevue BROTS Contribution.
JOINT-BROTS-50.1	148th Ave NE/NE 20th St	Add second westbound left turn and second westbound left turn lanes.	\$943,000	n/a
JOINT-BROTS-52	Bel-Red Road/NE 20th Street	Add southbound right turn lane; convert westbound lanes to provide left turn, left turn/through and through/right turn lanes.	\$479,000	n/a
JOINT-BROTS-53.1	Bel-Red Road/NE 24th Street	Add southbound right turn and northbound left turn lanes. Provide protected phasing for northbound left turns. Prohibit southbound left turns.	\$894,000	n/a
JOINT-BROTS-79	148th Avenue NE/NE 36th Street	Add second southbound left turn lane and second westbound left turn lane.	\$829,000	n/a
RED-BROTS-004.1	159th Ave NE/NE 40th St	Revise lanes to provide northbound left turn and shared northbound left turn/right turn lanes	\$75,000	Adjusted for Bellevue BROTS Contribution (14.3%).
RED-BROTS-005.4	148th Ave NE/Old Redmond Rd	Extend the northbound left turn lane by increasing length and channelization	\$288,000	Adjusted for Bellevue BROTS Contribution (27.5%).
RED-BROTS-008.1	150th Ave NE/NE 40th St	Add northbound right turn lane	\$531,000	Adjusted for Bellevue BROTS Contribution (23.1%).
RED-BROTS-011.1	W Lk Sam Pkwy NE/NE 51st St	Convert eastbound lanes to provide Left-turn and shared Left/Right-turn lanes; convert southbound lanes to provide Thru/Right turn lanes; add northbound through lane	\$1,420,000	Adjusted for Bellevue BROTS Contribution (19.3%).
RED-BROTS-031	W Lk Sam Pkwy NE/Bel-Red Rd	Add second southbound left turn lane	\$2,244,000	Adjusted for Bellevue BROTS Contribution (19.3%).
RED-BROTS-033	140th Ave NE/Redmond Way	Add second northbound left turn lanes	\$836,000	Adjusted for Bellevue BROTS Contribution (7.8%).
RED-BROTS-033c	140th Ave NE/Redmond Way	Add eastbound right turn lane	\$0	Constructed and funded by developer.
RED-BROTS-034.1	Willows Rd/Redmond Way	Convert southbound lanes to provide left turn and left turn/through/right turn lanes; add westbound right turn lane	\$1,206,000	Adjusted for Bellevue BROTS Contribution (7.8%).
RED-BROTS-056.1	152nd Ave NE/NE 24th St	Add northbound and southbound approach lanes. Make northbound lanes: Left/Thru/Thru-Right. Make southbound lanes: Left/Thru/Right	\$1,213,000	Adjusted for Bellevue BROTS Contribution (52.7%).
RED-BROTS-068	148th Ave NE	Modify channelization and signals, add northbound sidewalk from SR-520 eastbound off-ramp to SR-520 westbound on-ramp	\$2,135,000	Adjusted for Bellevue BROTS Contribution (27.5%).
RED-BROTS-085	150th Ave NE/NE 51st St	Add north leg to intersection. Provide two southbound left turn lanes	\$402,000	Adjusted for Bellevue BROTS Contribution (23.1%).

Figure 6.3 2022 TFP Project List

## 6. TRANSPORTATION FACILITIES PLAN

Project ID	Location	Description	Amount	Comment
RED-TFP-049a	Union Hill Road	Widen Union Hill Rd from Avondale Road to 178th Place NE. Improvements include 6-7 lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power and utility pole relocation. Construct permanent signal at 178th Place NE/Union Hill.	\$3,980,000	n/a
RED-TFP-049b	Union Hill Road	Widen Union Hill Rd from 178th Place NE to 188th Ave NE. Improvements include 4-5 lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power and utility pole relocation, right-of-way and easement acquisition.	\$2,300,000	\$3,900,000 spent on project in prior years.
RED-TFP-050a	162nd Avenue NE (Bear Creek Parkway Extension, west)	Construct new arterial from 159th Place NE to Leary Way. Improvements include 1 through lane in each direction, left turn lanes, curb, gutter, sidewalks, street lights, storm drainage, and right-of-way.	\$22,700,000	\$500,000 spent on project in prior years. Reduced by \$4,000,000 to reflect 3-lane section instead of 5-lane section included in cost estimate.
RED-TFP-065	Redmond Way	Widen Redmond Way from SR 520 to 187th Ave NE. Improvements include 6-7 lanes from SR 520 to East Lake Sammamish Pkwy (ELSP) and 4-5 lanes from ELSP to 187th Ave NE, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power.	\$2,348,000	Majority of project funded by WSDOT. \$2,653,000 spent on project in prior years.
RED-TFP-105	NE 116th Street	Widen NE 116th St from Red-Wood Rd to Avondale Road. Improvements include 2-3 lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way and easement acquisition.	\$22,000,000	50% developer funded project, noted on revenue spreadsheet.
RED-TFP-117	188th Avenue NE	Construct new 188th Ave NE arterial from Redmond Way to Union Hill Rd. Improvements include 2-3 lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, right-of-way and easement acquisition.	\$15,881,000	COR property related cost est. \$2,662,008. Developer funded project, noted on revenue spreadsheet.
RED-TFP-118	185th Ave NE	Construct new 185th Ave NE arterial from NE 80th St to Union Hill Rd. Improvements include 3-4 lanes, sidewalks, street lights, storm drainage, right-of-way, easements and traffic signal at Union Hill Rd.	\$1,000,000	\$950,000 spent on project in prior years. Remainder funded by developer.
RED-TFP-801-19	NE 83rd Street at 161st Avenue NE	Install new traffic signal at intersection of NE 83rd St and 161st Ave NE.	\$0	Project funding included in RED-TMP-061.
RED-TFP-805-04	NE 51st Street at 150th Ave NE	Install new traffic signal at intersection of NE 51st St and 150th Ave NE	\$0	Funding included in BROTS-085
RED-TFP-807-02	Redmond Way/East Lake Sammamish Parkway at 180th Avenue NE	Reconstruct intersection of Redmond Way at East Lake Sammamish Parkway at 180th Ave NE	\$0	Funding included in RED-TFP-065.

*Figure 6.3 2022 TFP Project List*



## 6. TRANSPORTATION FACILITIES PLAN

Project ID	Location	Description	Amount	Comment
RED-TFP-807-03	Redmond Way at 187th Avenue NE	Install new traffic signal at intersection of Redmond Way and 187th Ave NE	\$0	Funding included in RED-TFP-065.
RED-TFP-807-05	Union Hill Road at 188th Avenue NE	Reconstruct horizontal curve and install new traffic signal at intersection of Union Hill Rd and 188th Ave NE	\$0	Funding included in RED-TFP-049b.
RED-TFP-807-06	Union Hill Road at Avondale Road	Reconstruct intersection pavement and add one northbound free right turn lane, one southbound left turn lane, one eastbound thru lane and one westbound left turn lane.	\$0	Funding included in project TFP-049a.
RED-TFP-901	Neighborhood Traffic Calming Program	Identify locations within the City, and install physical control devices in neighborhood corridors to slow and control speeding traffic (\$150,000 annually).	\$2,700,000	n/a
RED-TFP-905	Redmond CBD	Design/construct transit center/parking facility in City Center	\$0	Project funded by Sound Transit and Metro King County grants.
RED-TMP-001	161st Ave NE	Construct new 2 lane street from proposed Bear Creek Pkwy Extension to Redmond Way.	\$7,600,000	50% developer funded project, noted on revenue spreadsheet.
RED-TMP-002	164th Ave NE	Construct new 2 lane street from NE 76th St to Cleveland Way.	\$1,298,000	COR property related cost est. \$213,204.
RED-TMP-004	152nd Ave NE	Construct new 2 lane street and bridge over SR 520 in the vicinity of 152nd Ave NE/NE 36th St.	\$22,000,000	Partially developer funded project, noted on revenue spreadsheet.
RED-TMP-007	172nd Ave NE	Construct new 2 lane street from NE 122nd St to NE 124th St.	\$2,206,000	n/a
RED-TMP-009	NE 85th St	Reconfigure NE 85th St from 154th Ave NE to 164th Ave NE to 1 through lane in each direction with TWLTL, bike lanes and parallel parking.	\$186,000	n/a
RED-TMP-010	164th Ave NE	Reconfigure 164th Ave NE from Redmond Way to NE 87th St to 1 through lane in each direction, a TWLTL and bike lanes.	\$1,238,000	n/a
RED-TMP-015	Stage III SR 520 Project	Add lanes to SR 520 from W Lake Samm. Pkwy to SR 202, construct WB 202 to WB 520 ramp and construct trail crossing. Should not preclude future construction of high capacity transit related facilities in the future.	\$0	Project funded by WSDOT.
RED-TMP-016	Old Redmond Rd	Widen Old Redmond Road from 132nd Ave NE to 140th Ave NE. Improvements include 2-3 lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power.	\$2,000,000	n/a
RED-TMP-017	Cleveland St	Convert street to one through lane in each direction with parallel parking on both sides, curb bulbouts at all corners, widened sidewalks and realignment of street at eastern connection to Redmond Way to improve traffic flow.	\$6,440,000	n/a
RED-TMP-018	Redmond Way	Convert street to one thru lane in each direction and a center turn lane from 159th Pl NE to Bear Creek Pkwy except at west end where there would be two WB thru lanes from 160th to 159th. The project would also include curb bulbouts and parallel parking.	\$6,075,000	n/a

Figure 6.3 2022 TFP Project List

## 6. TRANSPORTATION FACILITIES PLAN

Project ID	Location	Description	Amount	Comment
RED-TMP-019	166th Ave NE	Reconfigure 166th Ave NE from NE 85th St to NE 104th St to 1 through lane in each direction, a TWLTL and bike lanes.	\$300,000	Budget Placeholder.
RED-TMP-020	East Lake Sammamish Pkwy at 187th Ave NE	Signalize intersection, add SB left turn lane and reconstruct grade separated trail crossing.	\$1,539,000	COR property related cost est. \$37,414.
RED-TMP-042	Old Redmond Rd at West Lake Sammamish Way	Install new traffic signal and modify intersection to improve nonmotorized access.	\$500,000	Budget placeholder.
RED-TMP-044	Bicycle Facilities Improvement Program	Improve bicycle facilities throughout the City (\$450,000 annually)	\$8,100,000	n/a
RED-TMP-045	Sidewalk Improvement Program	Improve sidewalk facilities throughout the City (\$1,000,000 annually)	\$18,000,000	n/a
RED-TMP-046	Safety Program	Signalize and modify intersection and corridors to improve safety. Improvement locations would be identified by monitoring accident data to identify high accident locations and high accident corridors (\$450,000 annually).	\$8,100,000	n/a
RED-TMP-047	Bridge Repair Program	Provide repair and maintenance of the roadway bridges in the City (\$50,000 annually).	\$900,000	n/a
RED-TMP-048	Channelization Improvement Program	Provide street marking projects throughout the City (\$50,000 annually).	\$900,000	n/a
RED-TMP-050	Transportation Demand Management	Designed to increase the effectiveness of measures that eliminate trip making or support the movement of more people in fewer vehicles, and help to reduce traffic congestion (\$85,000 annually).	\$1,530,000	n/a
RED-TMP-051	Engineering Contingency Program	Provides for unplanned minor projects, emergency projects or added scope changes in larger transportation projects (\$100,000 annually).	\$1,800,000	n/a
RED-TMP-052	Pavement Management Program	The purpose of the Pavement Management Program is to preserve and maintain the City's pavement infrastructure in a good condition (\$1,000,000 annually).	\$18,000,000	n/a
RED-TMP-053	Street Lighting Program	Identify, inventory, prioritize and schedule street lighting enhancements. Manage the installation of both Puget Sound Energy owned and City of Redmond owned street lighting locations within the City (\$50,000 annually).	\$900,000	n/a
RED-TMP-054	Transportation Concurrency Management	This program supports ongoing efforts to monitor the City's transportation system, identify problem areas, and develop and evaluate potential solutions to ensure concurrency (\$100,000 annually).	\$1,800,000	n/a
RED-TMP-055	Undergrounding Program	Selected undergrounding of overhead utilities such as power, telephone, and television cable (\$50,000 annually)	\$900,000	n/a
RED-TMP-056	Burlington Northern Sante Fe Right of Way	Aquisition of BNSF right of way	\$1,000,000	Budget placeholder. Amount of offer to BNSF.

Figure 6.3 2022 TFP Project List

## 6. TRANSPORTATION FACILITIES PLAN

Project ID	Location	Description	Amount	Comment
RED-TMP-057	Redmond Intelligent Transportation System	Implementation of RITS Master Plan	\$2,500,000	Budget placeholder.
RED-TMP-058	East Lake Sammamish Parkway Rehabilitation	Rehabilitate East Lake Sammamish Pkwy from south city limits to NE 65th St by install missing section of curb, gutter and sidewalk; removing some concrete pavement; and performing crack and seat process on remaining concrete pavement. A new pavement overlay will then be done.	\$1,500,000	n/a
RED-TMP-059	SR 520 Bikeway Connection to Sammamish River Regional Trail	Design and construct a 10' to 12' multiuse hard surface trail along the north side of Leary Way connecting the SR 520 trail and the Sammamish River Trail.	\$370,000	\$100,000 spent in prior years.
RED-TMP-060	NE 116th Street (York) Bridge Replacement	This project is a cooperative effort with King County to share equally in the cost of the bridge replacement that spans the river. Other components of the project include, improvements to nonmotorized access and safety; river habitat improvements; and outdoor artwork.	\$3,055,000	\$1,200,000 spent in prior years.
RED-TMP-061	NE 83rd Street	A traffic signal and associated improvements will be designed and constructed at the intersection of NE 83rd St. and 161st Ave. NE and improvements will also be made along NE 83rd St from 161st to 160th. Project elements include sidewalks, landscaping, street furniture, street lighting, signing, and intersection improvements.	\$1,150,000	\$450,000 spent in prior years.
RED-TMP-062	Redmond Way at NE 76th Street	Modify intersection by adding a southbound right turn lane on NE 76th St. adding dual lefts on eastbound Redmond Way (SR 202).	\$300,000	n/a
RED-TMP-063	Bellevue Redmond Overlake Transportation Study (BROTS) - Bellevue Projects	Redmond's contribution to remaining City of Bellevue BROTS projects	\$12,622,000	Based on '04 BROTS Annual Report. Sum of Fully Funded, Partially Funded and Unfunded Bellevue Projects.
RED-TMP-064	Transportation Demand Management	Implement City's (TDM) plans (\$450,000 annually).	\$0	15% allocation of forecasted business tax removed from revenue spreadsheet so project is funded.
RED-TMP-077	148th Avenue NE Bicycle Facilities Construction	Bicycle facility construction needed to achieve corridor improvements in Figure 4.7 (not otherwise programmed	\$1,000,000	New project added in this draft to meet 2022 plan

Figure 6.3 2022 TFP Project List

## 6. TRANSPORTATION FACILITIES PLAN

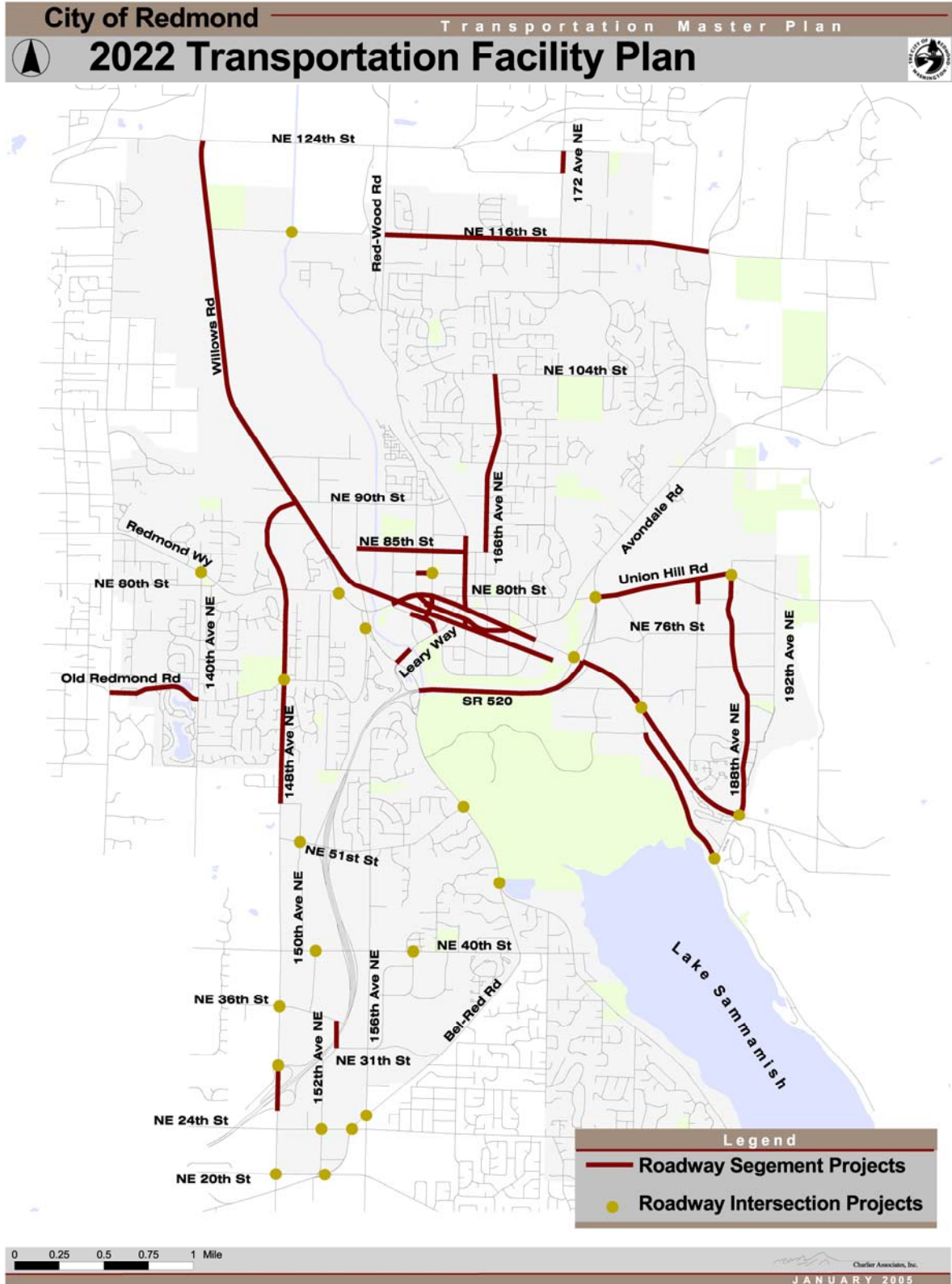


Figure 6.4 2022 TFP Project Map

## 6. TRANSPORTATION FACILITIES PLAN

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